NEW PUBLICATIONS.

ANOTHER FRENCH CRITIC ON ENGLAND. LA VIE PUBLIQUE EN ANGLETERRE. Par PHILIPTE DARYL. Paris: J. Hetzel & Co. pp. 322.

This is a book of a very different order from that of Max O'Rell. The author has qualified himself fo his task by ten years' residence in England, and his observations have been made with a penetration and a philosophical candor and impartiality which give weight to his conclusions. Indeed it may be questioned whether he has not got nearer to the truta than any F each critic of English life before him, not excepting Guizot and Taine, and we know of no Frenchman who has manifested anything like his conscientious painstaking in seeking out the actual facts, and in divesting himself as much as possible of national prepossessions and prejudices. M. Philippe Daryl has clearly not written for the sake of saying smart or satirical things, but has made an honest and in the main successful endeavor to draw a faithful and unexaggerated picture of English public life. He divides his book into sections, treating successively of Literature, the Press, the Theatre, Science and Poetry, Parliament and the Municipal Corporations, the Queen, the Army and Navy, the Courts and the Police.

In the beginning he is struck with the universality of the reading habit among the English, and with the range and extent of their literature. "They read everything," he says, "all that appears in all languages." Journals, reviews, essays, solid works, are constantly pouring from the press, "sowing ideas, popularizing new discoveries, elevating the general character of the nation, with unequalled abundance and rapidity." Mudie's circulating library fills him with admiration, and he gives a graphic description of it. Then he comments on the graphic description of it. Then he comments on the superior style in which English nevels are printed, and makes an unfavorable comparison with those of France. But what surprises him most is the purity

of English fiction:

They read more in England than anywhere," he says, "and one result of this is that current literature is not addressed to any particular class, but to all the nation without exception. . . An English writer can never lose sight of the fact that his book will have the right of entry to all houses, to every table, and will be as accessible to the eyes of fifteen as to those of thirty. If by chance he forgets this, his publishers or the critics will recall it to him sharply, and he will find himself shunned. **

He adds, quite Frenchilv: "It is to this motive

He adds, quite Frenchily: "It is to this motive more than to the general purity of morals that the ordinary decency of the British novel must be ascribed," His reflections upon the fiction of his own coun-

try, however, compel him to speak out more plainly and he proceeds:

and he proceeds:

An author who respects his pen does not assert the right to put in a journal or a book what he would not say before young girls or modest women. He knows that they form the best part of his public, the most honest and sincere; and it his artistic wings are clipped a little by the necessity of draping his statues, he is easily consoled by the thought that there is nothing doubtful 'or suspicious in his success, and by the assurance that the public do not seek fifth, but talent, in his works. Nor is it a trifle to have readers and friends among all classes and in all ages. Independent of the satisfaction a writer finds in communion of ideas with the coming as with the passing generation, what a prodigious stimulus this gives to his genius! Let us admit that the French novelist is within his rights as an artist in systematically stirring up human mud, under the workness that on a final analysis everything in nathe French novelist is within his rights as an artisiin systematically storing up human mud, under the
prefence that on a final analysis everything in nature is reduced to combinations of oxygen, hydrogen, azote and carbon. It is not less true nor less
deplorable that by a necessary result of this system
all one class of a nation—the most precious, the
most interesting, the most sensitive to impressions,
the fondest or reading—is cut of from novels or
compelled to read them secretly, and thus led to
seek the worst parts of them. The young girl to
say nothing of the young manularives at marriage
with an imagination either void of true ideas of the
real world, or, on the contrary, filled with too realistic ideas.

Our nuther further succests that since his coun-

Our author further suggests that since his coun trymen are so fond of anatomy in fiction they ought at least to discuss different parts of the body sometimes. He says: "If the novel ought to be a study in normal or morbid physiology, for pity's sake be complete, and do not stop at this or that region. Write something about the sudorific glands, the cenduct of the nerves of hearing, or the organs of vision! These unhappy and persecuted functions You to be in obscurity forever." The English novel, he holds, is a great civilizer. It discusses current issnes, persuades, convinces, and all in the interes

of good morals. To consider only the results, how excellent a sys; tem! The works of popular authors are read by all the world and by all ages. The glosy of a novellst or a poet is not something doubtful or uncertain, a kind of shame faced fame, for which one blushes, and which is only spoken of under the breath, or in the corner. It is a national property, in which all share, in the full light of day and with complete under

M. Daryl admires the press of England very greatly, and his description of the London journals shows that he has had special opportunities for informing himself, though he makes one or two mistakes such as are natural to a foreigner. This part of the work contains an elaborate eulogy of Mr. Forbes, the famous correspondent, but we can hardly accept the following serious statement concerning that gentleman's habits as being correct:

erring that gentleman's habits as being correct:

Mr. Archibald Forbes, the type of a class, is
always and at any moment at the disposal of his
editor-in-chief. He has at his house, always ready,
two campaigning equipments, the one for winter
or cold countries, the other for summer or hot countries. Arms, clothing, camp equipmess, saddlery,
everything is there, even to a purse filled with gold,
even to passports and letters of credit upon all the
capitals. A telephonic order comes from Fieet-st.,
and off he goes for Zanzibar, for India or for Russia.

This is interesting, but it is rather too melo-This is interesting, but it is rather too melo dramatic for reality.

We cannot follow M. Daryl in his appreciative

description of the rapid growth of the London jourmals, but it is worth while to set down his statement that since the introduction of the special wire system, "the people of London get every morning detailed accounts of Parisian affairs which the people of Paris for the most part know nothing about until the afternoon, when the evening papers appear. This is an evidence of enterprise which ought , to but does not, arouse Parisian journalism from its long

The absence of personalities in the English papers surprises our anthor. He says:

Personal attacks and disputes, which unhappily held so large a place in the majority of our journals, are almost unknown in the British press. Forty years ago the latter discovered that this sort of thing was useless and in bad taste. A journal which employed abuse instead of argument now would lose its readers. One which made a business of blackguardism would very soon have to shut up shop. Our neighbors have for half a century understood that principles are everything and men nothing: they are in fact "cured of individualism," as poor Anacharsis Klootz when dying wished that France Anacharsis Klootz when dying wished that France might be one day.

M. Daryl finds it difficult to assign a place to journalists in English society, and explains this partially by the theory that in England contributors to the press come from all classes, and that there is so much specialist writing that journalism as a profession has little public standing. This, however, does not explain everything, as he proceeds to show further on. Thus he says:

ways some equivalent satisfactions, and if this nar-row oligarchy refuses them to him it is because it instinctively revolts from all superiority, and be-cause at bottom it cordially hates that incarnation of the modern spirit—the Press.

But we must pass to other subjects. M. Daryl is drama in England. He begins by inquiring why, in the midst of such activity in all forms of literature, the theatre has been stricken with sterility for

thought and will not hear it spoken. Because, says he quite gravely, "no people in the world swallow and digest a more terrible quantity of sermons, of lectures, of habble of all sorts." Curiously enough he ascribes to all Englishmen the ability to make speeches-after-dinner speeches, at least, though this is an ability generally supposed to be lacking in the Briton, and to have been developed on this side of the water. It is true he describes these speeches as being usually "a houndy without truce or relaxation, a steady flow of stupid, monotonous and colorless phrases." Finally he thinks he has found the cause of decline in the absence of a national theatre like the Comédie Française, where the standard of art can be maintained without regard to the treasury, and where the best traditions will be preserved and respected. He holds too, that the starring system has done much mischief, though he recognizes the fact that where self-taught actors have genius they are apt to strike out original views which come much closer to nature than the necessarily fixed conventions of an institution like the Comédie Française. The English people, however, can appreciate good acting, as is shown by their recan appreciate good acting, as is shown by their re-ception of the Paris company, of an Italian, a Ger-man and a Dutch company. But in London the theatres are tempted to keep poor pieces on the stage, because there is such a constant succession of visitors that they can be profitably played a long time. What makes M. Daryl most uneasy, however, is the thought that after all such plays as "The World" may represent "the theatre of the future-- and that the English in reaching this stage first, are simply in advance of their age." And be continues: "It is perfectly certain that the drama is a literary form better adapted to young than to mature civilizations. has already abandoned the attempt to instruct. It s content to amuse only. Where, a hundred years ience, will be the pieces which are applicaded tolay ! According to all appearance, in the country of the old moons."

As a proof of his discernment and love of justice we may point to M. Daryl's remark that "It is necessary to guard against a common error; that which consists in judging English actors from a French standpoint." And he proceeds to show that the dramatic and emotional expressions of the people are radically different, so much so that acting which appeared to a Frenchman natural, refined, artistic, expressive, would seem to an Englishman extrava-gant, grotesque, unnatural and absurd. As an illustration of this kind of mistake he cites Dumas's play of "Kean," in the last act of which Kean is represented as calling for a glass of eau sucrée. For, as he says, "Kean would as soon have swallowed a pint of vitriol as a single drop of so insipid a neverage," A similar criticism is made upon "Daniel Rochat," which turns upon the wholly erroneous idea that an English girl would naturally object to a civil marrige. He concludes a particularly interesting and well-reasoned chapter by repeating his belief that a dramatic Academy is what is wanted. "It is in Academy like the Comédie Française, a veritable Shakespearian Institute, that Great Britain needs, And if we required any motive for attachment to and appreciation of our home of Moliere, we should

The men of science and the poets are clearly not so familiar ground to our author as the press and 'the the impenity with which they attack the religious convictions of a large part of the public, and the manner in which they retain their authority despite their heterodoxy. Of the English poets he does not appear to know very much. He does not like Tennyson, because the latter has expressed low riews of French governmental capacity. But he avenges his country upon the Laureate by such translations as the following:

" Où les tambours ne palpiteront plus,—où les étendards de balaille seront roules pour toujours sur les hampes,— dans le Parlement humain et la Féd cration du monde." It is rather curious that M. Daryl seems to be lieve in Browning, because it is simply not credible ought not to be doomed to eternal silence and to that any foreigner should understand that poet's

> The second part treats of the Parliament and the municipal corporations, and though compiled with much care and remarkably free from blunders, it is naturally less amusing than the chapters already noticed. Two items in the account one is tempted to demur to. One is the statement that when a member wishes to address the House of Common he always has before him a glass of water "with more or less spirits in it." The other is a parliantary anecdote illustrative of the complete sub ection of some constituencies to their representatives. One day the member for Falkirk won the Derby with his horse Thormanby. At once he telegraphed to his constituents; 3h. 10m.: Thormanby came in first. A half-hour later they replied:

Mr. Daryl gives sketches of the Parliamentary leaders, but he evidently prefers Charles Bradlaugh to all the rest, and looks upon him as the coming man. He is severe upon the House of Lords, and in his account of the English aristocracy he for first time gets into water manifestly beyond his depth. His description of an English lord deserves to be quoted for its idealism, but not as a correct picture of the actual phenomenon:

picture of the actual phenomenon;

In the first place his nebility is almost as positive, as clearly proved, as that of his own racehorses. He has his stud-book, where he is inscribed with his order and his rank, without possible error or confusion. He dates from such a year, he is manquis of thus, viscount of that, he has precedence over such and such of his colleagues and over three hundred millions of British subjects, while such and such others walk and sit before him. These privileges are not simple affairs of custom and courtesy; they are regulated by positive prescriptions and have the force of law. The nobleman has the right of entry to the Queen at all times, and cannot be arrested for debt, even to the State. If a criminal he escapes the jurisdiction of the ordinary tribunals, to be tried by his peers, from father to son his ancestors were married within their caste, scarcely ever to strangers, still less frequently with the daughters of traoers or Jewish bankers. He is an eldest son, as his father was an eldest son, as his grandfather was an eldest son. strangers, still less frequently with the daughters of tracers or Jewish bankers. He is an eldest son, as his father was an closet son, as his grandfather was also, and all his predecessors. All have married for love a young girlof their choice, and illegitimacy is hardly kno a namong them. On both sides the aristocracy have had from time immemorial habits at once refined and active. From father to son, and from mother to daughter, they hant, and fish, and ride, and live with a grand air in princely residences, and are surrounded by all that is choicest in nature and art. The family fortune is enormous, inalicinable, and continually increasing. It is not enlarged by marriage, for mercenary unions are very rare in England, nor by vulgar speculation, but upon the rent of land, the revenues of which double every fifteen years by the sole effect of the increment of value. This income is twenty, thirty, a handred thousand pounds sterling. This continues through generations, and generally through ages.

Of course the young lord who is the latest product Of course the young lord who is the latest product of this system cannot regard human affairs from

the same angle as his compatriot Mr. Smith or Mr. Brown. He is a monster; an exception to the rule; and the inference-though not expressed-is that he ought to be extinguished. The English order of precedence is the subject of some bitter remarks.

In England, if Swinburne or Huxley dined at the same table with the eleventh son of a peer of the realm, it is the eleventh son of a peer, even though afflicted by congenital hydrocephaius, who would give his band to the hostess and take his place at her right hand; and the Honorable Georgiana, aged sixteen years, seventh daughter of Lord Z—, and who has been "presented," would have precedence of Mrs. N—, wife of an illustrious scientist, and herself an author of celebrity. celebrity. We must pass over M. Darvl's account of legisla-

tive elections and London civic corporations, and glance at his chapter on the Queen. This section is written in rather a republican and aggressive spirit. He begins by asking what the English people get for their Civil List, and he cannot find that they get much. The plain truth is that he has a grudge against the Queen because it has been said that she never reads a French book, "having," as he says. "a deep objection to French literature in all its branches. "No doubt this is very exasperating to a Frenchman, but he avenges his insulted country very full of interesting remarks on the state of the amply by his sarcastic remarks upon Her Majesty and John Brown. Another aggravation consists in the German sympathies of Victoria. "German by education, German by her marriage with her cousin ture, the theatre has been stricken with sterility for half a contury. He cannot admit that it is because the English confine their affections to written understood has never liked any but Tentonia.

things and ideas. The tongue of Goethe and Schiller is the only one spoken in her internal entourage. The greatest joy of her life, after her own marriage to a German Prince, was to give her

eldest daughter to the Prince Royal of Prussia M. Daryl charges English society with being hypocritical and full of cant, and he does not scruple to intimate that the Queen is responsible for at least some part of this, she being what he calls "the High Priestess of Conventionality."

We do not think M. Daryl likes the Queen, for he is less fair to her than to any other English personage or institution. When he passes to the army and navy, the courts and the police, nothing can be more candid and judicious than his observations. He points out the weakness of the army, and admits, though not quite willingly, the strength of the navy. He admires the judiciary frankly, and shows

why it is what it is:

Incapable or unworthy judges are rarer in England than in any country. The reason is clear; instead of being recruited from the most medicore members of the bar, from hungry office-seekers without practice, the English judges do not reach the bench until they have shown their fitness for the honor by a long and brilliant career as advocates. . . Fifty years is the lowest average age of the judges. Public opinion never ratines an appointment which is not justified by well recognized legal experience and integrity of character.

The London police are complimented very highly

The London police are complimented very highly by M. Daryl. He of course contrasts them with the old French police. He says: "Everybody regards them, not as political agents and instruments of oppression, but as simple guardians of the peace and of the public liberties." Elsewhere he says that they are thoroughly trained, patient, calm.

and as obliging as brave. The method of examining prisoners puzzles him, and he thinks the French way better. Nor can he reconcile himself to the manner in which sentence of death is passed. The English judge he thinks is too hard and severe at this point. The French practice is to abuse and attack the prisoner as long as his criminality is in doubt; to assume it, in fact, in advance, and to try all methods to entrap him. But when once he is found guilty he is-treated with all possible consideration, and the French think it merciful not to let the doomed man know the time of execution. When the fatal day arrives, and an hour or two before the execution, he is told what impends, and not till then. Truly

stitutes mercy.

We have but barely indicated the salient features in M. Darvi's book, which abounds with quotable observations. It is on the whole the fairest and the least superficial work of the kind that has yet appeared, not excepting Taine's "Notes on Engappeared, not excepting Taine's "Notes on England," which dealt very little with facts. This, however, is a scrous endeavor to depict the outlines of pational life, and it is conceived and excepted in Private Instruction for backward scholars, #Cio, Send for new catalogue. W. H. BANNISTER, A. M., Principal. of national life, and it is conceived and executed in an importial and earnest spirit. Much of course remains to be said concerning English social manners and customs, but his publishers hint in a preface that perhaps the author may before long bring

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A. H. CALEF, Treasurer. EXECUTIVE OFFICES PARKERS' AND MERCHANIS TOLEGRAPH COMPANY, 197 Broadway, New York, Feb. 5, 1881.

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NEWSPAPER FOR SALE, -One of the best Les cabilished and paying weeklies in Washington tory, cheap. Address "JOURNAL, Dayton, Washington orthory."

\$15,000 FOR SALE.-Floral Establishhabitants Hitching toiler, 3 Hot Air Fines, Halliday Windmill, Etc. Well established and large trade. Sales—1841, 83,000; 1882, 91,300; 1883, 85,200. Good reasons for selling. Terms, half cash; rost on Hosrai time to practical business.

Droposals.

DROPOSALS FOR TOBACCO.

PROPOSALS FOR TOBACCO.

NAVY DIFFARTMENT,

RUBLET OF PROVISIONS AND CLOTHING,

WASHINGTON, D. C., FED. 20, 1844.

Scaled proposals, indorsed "Proposals for Tobacco," will be received at this Burcan until March 26, 1884, at 11 o'clock a.m., for one hundred and rifty thousand (150,000) pounds in the control of Navy Tobacco, to be delivered at the Navy Yard, Brooklyn, N.Y., as follows: fifty thousand (50,000) pounds in thrividays, and the balance on or before the first day of November next.

Specifications and forms of offer will be furnished by this Burcan upon application, and proposals must be made upon the forms of purnished and in accordance with the specifications.

Ice Cream.

FUSSELL'S ICE UREAM, No. 760 Broadway. Families supplied. Out of town business a specialty.
Individual bricks for restaurants, fairs, etc.
Telephone 428 21st-st.

HORTON'S ICE CREAM, ALWAYS PURE and DELICIOUS Patent Superfrozen BRICKS OF ICE CREAM To carry home: will keep hard one hour try one.

DEPOTS 305 4th-ave., 1,288 Broadway, 75 Chatham-st., 110 East 25th

Summer Resorts. PAVILION HOTEL AND COTTAGES, 18LIP, Long Island, will open April 1. House heated with steam. JAMES SLATER, of the Berkeley, 5th-ave, and 0th st, owner and proprietor.

Steamboats and Railroads. TOR BRIDGEPORT and all points on HOU SATONIC and NAUGATUCK RAIL ROADS-Steamers leave Catherine slipe 1 1a. m., 8 p. m., 23d-st, East River, 810p, m. Fare lower than by any other route. Linancial.

PITTSBURG, FORT WAYNE and CHICAGO RAILWAY COMPANY.

OFFICE OF THE TRUSTERS OF THE SLIKING FUEL)

26 NASSAU-S.T., NEW-YORK,
March 5, 1884.).

The undersigned invite tenders until March 20th instant, addressed to them at this office, for the sale of the whole or any part of \$50,000 of the first mortgage bounds, and \$50,000 of the first mortgage bounds, and \$50,000 and Chicago Railway Company, for account of the Sliking SAMUEL J. TILDEN,
CHARLES LANIER,
Trustees

PULLMAN RIGHTS

DEALT IN BY ROLSTON & BASS,

20 BROAD-ST.

CHASE & HIGGISSON, No. 24 Pinest, N. Y. WE OFFER to buy or sell the right to subscribe to the new slock of the Pullman Palace Car

W. H. JOHNSON, BROKER IN PETROLEUM, Rooms 5 and 6, 55 Broadway. UNITED PIPE LINE CERTIFICATES

Ottumwa, Cedar Falls and St. Paul R. R.

FIRST MORTGAGE 58, DUE 1909. PRINCIPAL AND INTEREST GUARANTEED BY CHICAGO AND NORTHWESTERN R. R. FOR SALE,

J. F. MAHONEY & CO.,

15 WALL STREET. METROPOLITAN TRUST COMPANY OF THE CITY OF NEW-YORK. CAPITAL, \$1,000,000.

NO. 35 WALL-ST. NO. 35 WALL-ST. Designated by order of the Supreme Court as a legal deposi-tory. Will receive deposits of money on interest, act as fis-cal and transfer agent or Trustee for corporations, and accept and execute any legal trusts from persons or corporations on as favorable terms as other similar companies. THOMAS HILLHOUSE, President, FPEDERICK D. TAPPEN, Vice-President.

TRUSTEES;

COLLIS P. HUNTINGTON, ISAAC N. PHELPS,
MORRIS K. JESEP,
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HENR'E PELLEW,
HENR'E PELLEW,
HENR'E PELLEW,
HERBER R. JESEP,
JOSEPH, W. DRENEL,
JOSEPH OF JEWETT,
GEORGE A. HARBIN,
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J. HOWARD KING,
HERBER R. BISSOP,
HERBER R. BISSOP,
HERBER R. BISSOP,
EXECUTIVE COMMITTEE; EXECUTIVE COMMITTEE:

P. D. TAPPEN,
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W. T. HATCH,
WALTER J. DRITTIN, Secretary. Grant & Ward,

CHICAGO AND ATLANTIC RAILROAD SECOND MORTGAGE 6 PER CENT GOLD BONDS,

No. 2 Wall-street,

DUE IN 1923, ALSO A LIMITED AMOUNT OF New-York City 3 Per Cent Assessment Bonds, Due in 1889.

Banking houses and Bankers.

A. Ab. Kider, & Co. BANKERS,

BUY AND SELL STOCKS AND BONDS FOR INVESTORS OR ON MARGIN.
ALLOW INTEREST ON DEPOSITS.
A. M. KHODER, WALLAND TRAFS, H. J. MOSSE, W. C. HILL.

TAINTOR&HOLT

BANKERS, NO. 10 WALL-STREET,

TRANSAUT A GENERAL BANKING BUSINESS. DE-POSITS RECEIVED AND INTEREST ALLOWED ON BALANCES.

Steamboats and Railroads. BALTIMORE AND OHIO RAILROAD.

MODEL PAST LINE TO THE WEST.

Via Philadelpins, Hairmore and Washington.

Trains leave from Fennayivania R. R. Depot.

Jp. m. except Sunday, for Washington and all points West.

7 p. m. DAILY PAST EXPIRES, through sleeping

Connects for all n., DAILY FAST EXPRESS, through sleeping to Chicago, Cincinnatt, St. Louis. Connects for all vest.

a west.
MIDNIGHT, daily for Washington and all points West.
Time-Tables, Tickets, Sleeping Berths and Baggago
r at Company's office, \$15, and 21 Broadway; 4 Courtrooklym; Pennsylvania Rultroad. FOR NEW-HAVEN.-Steamers leave Peck

FOR BOSTON.

Best route to Newport Fall River, and all Eastern points.

Best route to Newport Fall River, and all Eastern points.

Daily service, SUNDAYS EXCEPTED, from Pier PS. N. B., at 5 p. m. Steamers BRISTOL and PROVIDENCE. Connection by ANNEX BOAT from Brooklyn 4:30, Jersey City at 4 p. m. Tleachs and staterooms may be secured in New-York at all principal hotels, transfer and ticket offices, at the office out Pier Sz. and on steamers. u Pier 22, and on steamers.
BORDEN & LOVELIL,
Agents.
GEORGE I., CONNOR,
Gen'i Pass, Agent.

NORWICH LINE. Inside Winter Route. To BOSTON, \$3. WORCESTER, \$2 50. NASHUA, \$3 65. PORTLAND, \$6, and no transfer. Steamers CITY OF NEW-YORK

CITY OF LAWRENCE leave Pier No. 40, North River, foot of Watts-at., next pier above Destrossesset, Ferry, daily except Sundays, at 5:00 p.m. PHILADELPHIA AND READING

RAULROAD.
FROM STATIONS OF
NEW-JERSEY CENTRAL DIVISION,
FOOT OF LIBERTY-ST. NORTH RIVER.
Direct connection to and from Brooklyn, via Annex Books,
from Brooklyn Bridge Pier.
TIME TABLE—TAKING EFFECT NOV. 18. 1983 For PHILADELPHIA and THENTON, "Round Breek Route," at 7. to, 9:30, 11:15 a. m., 1:30, 4:00, 4:30, 5:30, 7:00, 12:90 p. m. SUNDAYS at 8:45 a. m., 5:30, 12:00 p. m. connection at Wayne Junction for Germantown and nut Hill; at Columbia-ave, for Manayunk, Consho-a and Norristown. DRAWING ROOM CARS on all Day Trains and SLEEPING CARS on Night Trains. CARS on Night Trains.

Returning leave PHILADELPHIA, Ninth and Green sts., 7:30, 8:40, 8:39, 11:40 a. m., 1:15, 8:45, 5:40, 6:45, 12:00 p.m. SUNDAY, 8:30 a. m., 5:30, 12:00 p.m. Turd and Berks sts., at 5:10, 8:20, 9:00 a. m., 1:00, 3:30, 5:20, 6:30 p.m. SUNDAY, 8:15 a. m., 4:30 p.m.

p. m. St SDA1, 3.35 a. 1. 2.55 p. 1. 2.55 p. 2 FOR SUNBURY and LEWISBURG at 6.45, 7:45 a. m., 3:45 4 p. m.

For HEADING and MARRISHURG at 7:45, 0:60 11:15 a. m., 1:00, 1:30, 4:00, 5:30, 12:00 p. m. Sundays at 5:30 p. m.

For SCRANTON at 6:45, 0:00 a. m., 3:45 p. m.

For WILKESHARRE and PITTSTON at 6:45, 9:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m. Sundays at 5:30 p. m.

For DRIFTON at 6:45 a. m., 3:45 p. m.

For TAMAQUA at 6:45, 7:45, 9:00 a. m., 1:00, 1:50, 3:45, 4:00, 12:00 p. m.

For HETHLEHEM, ALLENTOWN and MAUCH CHUNK at 6:45, 0:00 a. m., 1:00, 1:30, 3:45, 5:80 p. m. Sunday at 5:30 p. m. For EASTON at 6:45, 2:00 a. m., 1:00, 1:30, 3:45, 4:00, 4:30, 5:30 p. m. Sundays, 5:30 p. m. For STATIONS ON HIGH BRIDGE BRANCH at 0:00 a.m., 4:00, 4:30 p.m. For STATIONS ON HIGH BRIDGE BRANCH at \$600 a.m., 480, 430 p.m. br FIEMINGTON at \$43, 9.00 a.m., 1800, 130 p.m. For FIEMINGTON at \$43, 9.00 a.m., 1800, 130, 400, 420, 500, 530 p.m. Sundays, 130 p.m. for SOMERVILLE at \$645, 900, 1030, 11:15 a.m., 100, 1:30, 545, 400, 4:30, 500, 530, 690, 7:00, 800, 10:30 p.m. Sundays at \$300 a.m., 1:30, 530, 9:00 p.m. p.m. br. PLAINFIELD at \$645, 7:45, 9:00, 9:30, 10:30, 11:15 a.m., 1:00, 1:30, 330, 3345, 4:00, 4:30, 5:00, 5:15, 5:30, 6:00, 6:30, 1:00, 1:30, 330, 3345, 4:00, 4:30, 5:00, 5:15, 5:30, 6:00, 6:30, 1:00, 1:30, 1:30, 3:30, 3:45, 4:00, 4:30, 5:00, 5:15, 5:30, 6:00, 6:30, 6:30, 6:30, 6:30, 9:30, 1:30, 1:200 p.m. BUNDAYS at \$500, 8:30, 8:40, 4:30, 5:00, 5:15, 5:30, 6:30, 8:30, 9:00, 1:30, 5:30,

train.
For VINELAND and BRIDGETON at 1:30 p. m.

NEW-JERSEY SOUTHERN DIVISION.

From Pier No. 8, North River, via Sandy Hook, for LONG BBANCH, EATON TOWN, etc., at 4 p. m. for LONG BBANCH. EATONTOWN, SEC. at 9. in:

Tickets can be procured at foot Liberty-st., Fier No. 8, North
River 21, 189, 207, 257-261, 271, 419, 721, 844, 1,817, and
1,328 Broadway; 747 and 749 oth-ave, 1 Rivington-st.; 10
Freenwich at, 208 East 125th-st. and principal Rivington-st.; 10
Freenwich at, 208 Fast 125th-st.
No. 4 Court-st.; 118 Froadway, 780 and 838 Falton-st.; 210 Manhaitan-ave; 7 De Kalbway, 780 and 838 Falton-st.; 210 Manhaitan-ave; 7 De Kalbway, 780 and 838 Falton-st.; 210 Manhaitan-ave; 7 De Kalbway, 780 and 838 Falton-st.; 210 Manhaitan-ave; 7 De Kalbway, 780 and 838 Falton-st.; 210 Manhaitan-ave; 7 De Kalbway, 780 and 838 Falton-st.; 210 Manhaitan-ave; 7 De Kalbway, 780 and 838 Falton-st.; 210 Manhaitan-ave; 7 De Kalbway, 780 and 838 Falton-st.; 210 Manhaitan-ave; 7
General Passenger and Fleket Agent, Philadelphia
L. E. WOOTTEN, General Manager,
11, P. BALDWIN,
General Eastern Passenger Arent, 119 Liberty-Stat N. Ya

Steamboats and Railroads

FOR BOSTON.
Via STONINGTON LINE.
INSTDE ROUTE, avoiding Point Indith.
Steamers leave daily (except Standay) from Pior 33, N. R.
Jay.st., at 5 p. m.
F. W. POPPLE, Gen'l Pass Agt., 177 West-st. FOR BOSTON.

EHIGH VALLEY RAILROAD.—Passenger trains leave depot foot of Cortinate and Desbrosses states 10 a.m., 3:40 and 7 p.m. for Faston, Bethiehem, Allen, town, Reseling, Manch Chunk, Wilkesbarre, Towarda, Waverly, Ithaca, Geneva, Lyona, Buffalo and the West, Pullman through coaches run daily Local trains at 7 a.m. and 5:39 p.m. for Easton, Bethiehem and Coolay.

Trains leaving at 8:10 a.m., 1 and 3:40 p.m. connect for all points in Mahanoy and Haileion coal regions. Sunday train local for Manch Chunk 8:10 a.m. Leave Mauch Chunk 4:4 p.m. at 4 p. m.

General Eastern Office, corner of Church and Cortlandt sta.

E. B. BYINGTON, G. P. A.

NEW-YORK AND LONG BRANCH RR. NEW-YORK AND LONG BRANCH RR.

Fennsylvania RR, foot Cortlands

LEAVE NEW-YORK, cromscens Result foot Cortlands

LEAVE NEW-YORK, cromscens New Liberty 45,

For South Amboy, via Phila. & Reading R.R., 58, 18, 11, 90

Bollo, a.m., 120, 4, 56 p. m. Sundays 4, 50, 6, 45, 5, m. via Penn RR,

For Mattwon, &c., via Phila. & Reading RR, 50, 6, 815, 11

a.m., 120, 4, 4, 50, 5, 50, "p. m. Sundays A. p., 10, 45 a. m.

For Mattwon, &c., via Phila. & Reading RR, 50, 6, 815, 11

a.m., 120, 815 a. m., 12 m. 5, m. Sundays, A. m., 5 p. m.

Sea Girt, Pormi, Long Rucci, the Philadelphia and Reading RR, 50, 815, 11

Sea, Girt, Pormi, Long Rucci, the Philadelphia and Reading RR, 50, 815 a. m. 12 m. 810, 5 p. m. Sundays (not storping at Ocean Grove or Asbury Park, 5 p. m. Sundays (not storping at Ocean Grove or Asbury Park, 5 p. m. Sundays (not storping at Ocean Grove or Asbury Park, 5 p. m., 8 m., 5 p. m.

For Freedond, via Philadelphia and Reading RR, 50, 8, 15, 11

a. m., 130, 430, 5 p. m. For Keyport, via Philadelphia and Reading RR, 500, 8, 15, 11

a. m., 130, 430, 5 p. m. For Keyport, via Philadelphia and Reading RR, 500, 8, 15, 11

a. m., 130, 430, 5 p. m. For Keyport, via Philadelphia and C. G. HANCSOK, J. R. WOOD, R. H. NIEMAN, G. P. & T. A., P. & R. R. & C. P. A. P. RR, Acts Surft.

NEW-YORK CENTRAL AND HUDSON

G. P. & T. A. P. & R. BR. G. P. A. P. BR. Actus Supt.

NEW-YORK CENTRAL AND HUDSON
RIVER RAILROAD—Commonents Nov. 18, 1883,
through trains will leave Grand Central Depot.
S. a. m., Western New-York and Northerle Express with
drawing-room care.
Selfon in Fast Limited Chicaso Express, with dismer: *4,
stoppine of Albary, Uthen, Syrseone, Rochester, Bundo, Rice
Cleveland and Toddo, arrivine at Chicaso 1041 a. no. next day,
stoppine of Albary, Uthen, Syrseone, Rochester, Bundo, Rice
Cleveland and Toddo, arrivine at Chicaso 1041 a. no. next day,
stoppine of Albary, Tunes, drawing-room cars
technique, Rochester, and Bundo, comnects to Oswesse,
11.a. no. Western New-York and Northern Express, with
drawing-room cars
*Silonm., Albary, Troy and Utlea Express, drawing-room cars
*4p. m., Accommodation to Albany and Troy.
*4p. m., Express, with sicepting cars to Syracuse and to *4 p. m., Accommodation to August and 1804.

*4 p. m., *4 Louis Express, with sissening cars for Niasara Falls, Suffalo, Cherimant (except Saturday). Toledo, Delvoid, and St. Louis.

*30 p. m., Express, with sisseping cars to Syracuse and to Aulura read, as so a foncest.

*10 p. m., Parlin Express, with showing cars to. Spracuse and to Burian, Chevenand, Toledo, Detroid, Chicago, St., Louis, Oswafor, also Lowville (except Saturday).

11 p. m., Nicht Express, with showing cars to Albany and Trog. Connects with the morning trains for the West and North feverent Saturday nights.

Tickets on Sale at Grand Control Depot, No. 3. Bowling Green, 252 and 475 Brondway, and at Westcott's Express Offices, 3 Park place, and 7-5 and 454 Fatoaway. New York, and 333 Washington and 564 Fation sts., Breeden, and 79 Fourth-st., Williamsburg.

Accommodations in drawing-room and sleeping cars cars by procured at any of the telect-offices in New-York City.

Bactaro called for and checked from rest-lence.

*These trains ing daily. All others daily except Sanday.

*These trains ing daily. All others daily except Sanday.

*These trains ing daily. All others daily except Sanday.

*These trains ing Sall. All others daily except Sanday.

*These trains ing Sall. All others daily except Sanday.

*These trains ing Sall. All others daily except Sanday.

*The Sall and Sall. All others daily except Sanday.

**DOPILLAR SHORE LINE.—For Providence,

POPULAR SHORE LINE,—For Providence,
Boston and the East. All rail from Grand central oppot,
Three express trains many (sundays excepted) to Boston at 8
a.m., 2 p. m. (parior car attached) and 10 p. m. (with palace
as m., 2 p. m. (parior car attached) on (with palace deeping
aleoping cars). Syndays at 10 p. m. (with palace deeping
cars). Newport express leaves Grand Central Decot at 1 p. m.
arrives at Newport 7:35 p. m. Parior cars attached,
F. W. POPPLE, Acont.

cars). Newport express leaves translateded.

PENNSYLVANIA RAHLROAD.

On and after Feb. 27, 1884.

GREAT THUNK LINE

AND UNITED STATES MAIL ROUTE.

Trains leave New York the Desiroses and Cortland: Street Ferries as follows:
Harrisburg, Pirisburg, the West and South, with Pollosan Palace Cars attackers, etc., but and and ap m. daily. New York and Chicago Limited, of Parisor, Dining, Smoking and Sieeping Cars, at the second as m. Sp. m. Corry and Ericat and Chicago Limited, of Parisor, Dining, Smoking and Sieeping Cars, at the second as m. Sp. m. Corry and Ericat Beating, Cars, and the Oil Regions.

8 p. m. connecting at Corry for Timaville, Petroleum Centre 8 p. m. connecting at Corry for Timaville, Petroleum Centre 8 p. m. connecting at Corry for Timaville, Petroleum Centre 8 p. m. connecting at Corry for Timaville, Petroleum Centre 8 p. m. connecting at Corry for Timaville, Petroleum Centre 8 p. m. connecting at Corry for Timaville, Petroleum Centre 8 p. m. connecting at Corry for Timaville, Petroleum Centre 8 p. m. connecting at Corry for Timaville, Petroleum Centre 8 p. m. connecting at Corry for Timaville, Petroleum Centre 8 p. m. connecting at Corry for Timaville, Petroleum Centre 8 p. m. and 12 might, via B. and P. B. and O. R. R. 1 and 7 p. m. and 12 might, via B. and O. R. R. 1 and 7 p. m. and 12 might, via B. and O. R. C. 1 and 12 might, via B. and O. R. C. 1 and 12 might, via B. and O. R. Care Marie City except Sunday, vith through car, 1 p. m. For Cape Mar, except Sunday, vith through car, 1 p. m. Rahway and Amboy, 0 a. m. 12 noon, 3:10, 5 p. m. On Sunday, via m. and 3 p. m. do not stop at Asbury Park.

Boats of Brooklyn Amer's connect with all through trains at Jerrey City, a noraning a speedy and direct trains arrive—From Pittsborg, 6:10 and 11:20 g. m., 7:30 and 10:35 p. m. Form saltimore, 1:20 p. m., on Sunday, 9:20 p. m. From Falladelphia, 3:50, 6:30, 6:

TO PHILADELPHIA. THE OLD ESTABLISHED ROUTE AND SHORT LINE.

10 TRAINS EACH WAY WEEK DAYS AND 9 ON SUNDAY, 3 STATIONS IN PHILADEL-PHIA; 2 IN NEW-YORF DOUBLE TRACK, THE MOST IMPROVED EQUIPMENT, AND THE PASTEST TIME CONSIST.
ENT WITH ABSOLUTE SAFETY.

Express Trainsleave New-York via Desbrosses and Cortlands Street Ferries as follows:
6:20, 7:20, 8, 8:30 (9 and 10 Limited), 41, 11:10 a.m. 1, 3:20, 3:40, 4, 5, 6, 7, 8 and 9 p.m. and 12 night. Sundays, 6:15, 8, 19 Limited; and 10 a.m.; 4, 6, 7, 8 and 9 p.m., and 12 night. Frains leaving New-York daily, except sunday, 7:20, 8:30 and 11:10 a.m.; 1, 2, 4, 5 and 7 p.m., connect at Trenton for Camden.

11:10 a. m., 1, 2, 4, 5 and 7 p. m., connect at Treaton for Counden.

Returning trains leave Broad-st. Station, Philadelphia, 12:97, 3:15, 8:20, 4, 4:15 (except Monday) 6:50, 7:30, 8:30, 8:30, 11, and 11:15 a. m. (Limited Express 1:30 and 5:20 p. m., 1, 1, 4, 5, 6, 6:30, 7:40, 7:45 and 8 p. m. On Sunday 12:20, 3:15, 8:20, 4, 4::5, 8:30 a. m. 4, 60:20 Limited, 6::50, 7:40, 7:44 and 8 p.m. Leave Philadelphia via Camden, 5:50 a. m. daily except Sunday.

Ticket olices, 4:35, 8:30, and 9:44 Broadway, 1 Astor House, and foot of Descrosses and Cortlandt Streets, 4 Court-st., and Brooklyn Rushe Hotel, House, and Evolution and Evolut

STARIN'S CITY, RIVER AND HARBOR TRANSPORTATION

COMPANY.
Office Pier 18, N. R., foot of Cortlandi-st.
Consignments of freight forwarded as directed to any part UNEQUALLED FACILITIES FOR DISPATCH. Orders received for delivery of all kinds of freight and men

orders received for delivery of all amos of freight and men shandles to any part of the city. SEA AND HARBOR TOWING AND RIVER AND HARB BOR LIGHTERAGE. Freight of every description promptly lightered to any point in the harbor at reasonable rates. STEAMBOATS, BARGES AND GROVES TO CHARATER FOR EXCURSIONS.

Steamer JOHN H. STARIN for NEW-HAVEN, leaves Pieg 18, N. R., foot of Cortlandt-et., at 2 p. m. dady. [SUNDAYS excepted.} Freight for points on D. L. & W. R. R. received at Pier 19.
For New-Haven and points East, at Pier 18.
NORTH SHORE, STATEN ISLAND,—Eleven Miles for Ten Cents, via Steamers from Pier 1, E. R., foot of White

CENTRAL SHIPYARD, Communicaw, N. J .- Dry Doc Machine and Boiler Shops. Everything appertaining to the construction and repair of vessels.

construction and repair of vessels.

THE ERIE RAILWAY, better known as the NEW York, Lake Eric And Western Rail New York, Lake Eric And Western Rail Arrangements of trains from Chambers-st. Depot.

6 a m-Daily except Sundays, hay Express, drawing-room coaches to Binchamon. Emitic and Emitalo. S. wind coaches to Cityesient, Cincinnati and therato.

5 p m daily, "st. Josus Limited Express.—No extra charge for fast time-Palman Sleeping Coaches to Richalo, arriving 125 a m. Niagara Falls, S a m. estamanca 755 a m. Cityes and 146 p my Chambar St. op per St. Louis S-35 a m. even and the proceedings of the St. Louis S-35 a m. sound that an and Indianapolis II a m.

8 p m labity.—Pacific Express for the West. A Solid Train of Tullman lay and Sleeping Coaches to Binchamton, Emira, Buttao, Niagara Falls, Circlonati and Chicago. Hutel and Emited Smoking Coaches to Clicago.

3 p m benchman train for the West.

4 p m benchman Palls, Circlonati and Chicago. Hutel and Emited Smoking Coaches to Clicago.

3 p m benchman Train for the West.

5 p m 10 p m

middight middight Warwick 7:50 a m 4:30 p m. Warwick 7:50 a m 4:30 p m. Sunday oam op m. Kingsten and Montgomery 9 a m 4:30 pra Honords 8:30 s m. unday 8:30 s m. 9:30 s 16:20 a m 8:30 3:50 4:30 8 8:15 p m. Suns of 1:50 10:20 a m 6:30 8 p m. 0:00 a m 0:30 8 p m. own 6 7:50 9 10:20 a m 3:30 4:30 8 8:15 p m. Sunday to a m 6:30 8 p m. The trains 9 a m and 4:30 p m ith Midland Railroad at Main-st. The 9 a m train 6 3.0 10.20 a m n-20 3 pm. The trains 9 am and 4.33 pm connect with Middand Radirost at Main-st. The 9 am train stops at Main-st only.

Pout Jervis 8.50 9 10.20 a m 4.30 6 8 8.15 p m. Sunday 8.24 10.20 a m 6 6.30 8 p m.

Boats leave 2.264 at quarter of and quarter after each hour from 5.45 a m to 10.45 p m every thrity minutes; and from 10.45 p m to 17.45 a m every hour.

Televis for passace and apartments in Drawing Room and Sleeping coaches can be obtained, and orders for the closeking and transfer of baggage may be left at the Company's offices, Nos. 201, 401 or 95. Broadway, 187 West-st., N. Y. Ne. 2 Centrist. Brooklyn, or at the Company's Depots.

Express trains from the West arrive in New-York at 7.40 ft.25 m and 10.20 p m.

JOHN N. ABROTT, Gent Pass's Agent, New-York.

NORTHERN RAILROAD OF NEW-JERSEY, Trains leave for linglewood, Closter, Piernsont and Nyack 7 830 10 a m 1 3:70 4 4:50 5:30 6:40 5:30 p m 12 mid-night, Sundays 7 9 a m and 7:15 p m. Named, Spring Valley and Monsey 7:10 10 a m 4:50 p m

JOHN N. ABBOTT, Gen'l Pass'r Agent, New-York. WEST SHORE ROUTE.

NEW-YORK, WEST SHORE & BUFFALO RAILWAY Trains leave Destrosses, Cortiandt and foot of West 42d stal For Chicago, Suspension Bridge, Niagara Falls and Buffalo, For Newark, Rochester, Syracuse and Oneida, 9:30 a m.;

For Newark, Rochester, Syracuse and Oneida, 9:30 a.m.; op. m.
Utica, Little Falls, Fort Plain, Canajoharie, Port Jackson Amaterdam, 0:30, 11:20 a.m.; elp m.
Albany and Catakili, elp 9:60, 11:20 a.m.; 4:30, elp m.
Albany and Catakili, elp 9:60, 11:20 a.m.; 4:30, elp m.
Newburg, Kingston, Highland, Poughkeepsio, elp 30, 11:22 a.m.; 24:0, 4:30, elp m.
Daily, Other trains daily except Sunday.
Builet Parlor Cars on 0:30 and 11:20 a.m., and 4:30 p. m.
Parlor Builet Cars on 0:30 a.m. train for Syracuse and Rochester.
Pullman Builet Cars on 0:30 a.m. train for Syracuse and Rochester.
Pullman Builet Cars on 0:30 a.m. train for Syracuse and Rochester.
Pullman Builet Siceping Cars on Sp. m. train for Builais and Chicago.
Tickets and time tables at stations and at effices of the company, Jersey City, Pennsylvania Radiroid Station, Hrockiya No. 4 Court-st. Annex office, foot of Fulton-st.; Si Failons at, and No. 7 DeKaib-ave, New-York City, Nos. 133, 207, 201, 3:63, 4:10, 16:6, 1,323 Broadway, No. 5 Union Synaro, Na. 737 6th-ave, No. 168 East 125th-st., Pennsylvania RR. Siz tion, foot Posbrosses-st., foot Cortiandit-st., and West Shoot Station foot West 42d.st.

Goot Peabrosses.st., foot Cordanas-v., Hon foot West 42d-st. HENRY MONETT, Gen. Pass Agent.